S. A. S. M. E. E. Bulletin

SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS
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THE SOUTH AUSTRALIAN SOCIETY OF

MODEL & EXPERIMENTAL ENGINEERS INC

DECEMBER 2006

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A CHRISTMAS MESSAGE

THE EXECUTIVE COMMITTEE OF SASMEE WISH ALL MEMBERS AND THEIR FAMILIES A MERRY XMAS AND A SAFE AND HAPPY NEW YEAR.

CLUB JOTTINGS

by Smokey

WINTER RUNNING AUGUST 2006

What glorious weather we are having, all at the expense of our sadly lacking winter rains. At this stage Adelaide is experiencing one of the driest winters ever. Fortunately for us, this equates to good patronage and the Saturdays pfd on the 19th August was no exception with no less than 7 birthday paties noted.

With a temperature of 20 degrees the day turned out perfect albeit the 7.25"g was a bit light on for power, with only John Lewis and Barry Dustan running.

Extra carriages were put on to cope with the loading and for the most part of the afternoon the trains only did one lap instead of the normal 2. The canteen, staffed by Marg. Lewis, Jean Clark and Dorothy Ambler handled a brisk trade. Incidentally, the Amblers are temporarily residing on Yorke Peninsular while their present home at Manningham is demolished and rebuilt. They assure us that we will still see them periodically during the rebuild.

The boat pond was somewhat devoid of shipping with only Malcolm Ambler and Norm Kernick in attendance.

The boiler house can always be counted on to put on a good show, however today`s lack of whistle blowing signified that Ralph Ollerenshaw was absent. Bob Scanlan and John Weidenhoffer

still managed to give a good performance.
Safety Officer of the day, Glen Templeman had no problems apart from politely reminding a couple of people that they were sipping inappropriate liquid!
Once again Jason Harris and Mitchell Templeman set up and operated the "G" gauge garden railway, this time in the lawned area between SASMEE Park Station and the girder bridge. This attracted quite few onlookers.

SASMEE Park Station.

Station attendants Ainsley Cuthberson and new member Tony Dibell dispatched the following trains:-

0-6-0 X 2	Kitson Meyer #34	Graeme Driscoll.
0-6-0	Simplex	Len Redway.
0-6-0	Schenectady	David Hawkins.
2-8-0	Nigel Gresley #457	Rodney Harris.
------	Heisler [no pass.]	Michael Tingay.

Millswood Station

0-6-0	Simplex #10 [2 cars]	John Lewis.
0-4-0	Dolgoch #2 [3 cars & b/van]	Barry Dunstan.

Thanks to Graham Richards for acting as guard on " Dolgoch".

NEW MEMBERS

SASMEE extends a warm welcome to the following new members,

Anthony Dibell -- Full member elected - Sept. 2006
Brian Greeslade--Full member elected - Nov. 2006.
Paul Waugh ------Full member elected - Nov. 2006.

CANTEEN

Following a request in the last Bulletin for extra canteen assistance it is pleasing to report that several members came forth and accordingly the club is most grateful.
These acts of generosity do not go unnoticed.

SPRING RUNNING SEPT. 2006

Well, spring has sprung so the saying goes, however it was nothing more than the continuation of Adelaides winter -- the driest on record. The Sunday pfd on 3rd September was cool and sunny with a temperature of 16 degrees contrasting greatly from the previous day when it was a warm 27 degrees. The

mediocre crowd was reflected by the occasion of father`s day and the Royal Adelaide Show. However 3 birthday parties prevailed and the waiting time for train was quite short which makes the public very happy no doubt. Added to this was that 9 locos were in operation.

We had a visitor from Victoria, Alan Craven, who is the Secretary of the Eddington Club near Bendigo. His Son Stephen is the President and has constructed a NSW 422 class D/E #42206 and is helping Alan with a Commonwealth Railways GM class #41, both in 5"g. Two coloured, poster size photos were given to President Barry Dunstan depicting the excellence of the models and if possible they will be reproduced in our club magazine.

The Lodden Miniature Steam Locomotive Society [LMSLS] regularly forwarded to us a copy of their Club magazine called the "Blast Pipe". Naturally we reciprocate with our "Bulletin"

All steamhouse staff, namely Ralph, Colin, John and Bob were in attendance with Ralph giving the usual whistle tooting.

Suzanne Thomas came along to help Marg. Lewis and Jean Clark with the canteen duties.

The boat pond was almost devoid of boats with Bill Weste`s steam launch having all the water to itself save for Norm Kernick`s hydroplane been given a run at the obligitory time of 3 o`clock.

SASMEE Park Station

The following trains operated:-

4-8-4	SAR 500 class #509	John Mere.
2-8-0	Nigel Gresley #457	Rodney Harris.
0-6-0	Speedy	Allan Wallace.
0-6-0	Simplex	Len Redway.
0-6-0x2	Kitson Meyer #34	Graeme Discoll.

Millswood Station

The following trains operated:-

0-4-2	Talyllyn #1	Bert Francis.
0-4-0	Dolgoch #2	Barry Dunstan.
0-6-0	Koppel	Glen Templeman.
0-6-0	Hunslet [petrol]	Ian Thomas.

PADLOCKS

Members are asked NOT to lock padlocks after opening locks on the workshop, turntables, carriage shed and storerooms. [exception is the front gate.] The reason is that not everybody is in possession of a key and difficulty may be encountered when locking up at the end of the day.

SIGNING ON

Members, and any visitors, are required to sign the attendance book, in the clubhouse, immediately upon entering the premises. It would be your saviour should you be unfortunate enough to suffer an incident.

SASMEE LOCO SHED.

The club has a reliable pool of locomotives which operate on a regular [some not so regular but are included.] and without this committment we just would not function. For the benifit of members` curiosity the locos are as follows:-

3.5" gauge

4-6-0 Doris	Allan Wallace.
2-6-2 Mountaineer	John Weidenhoffer.

5" gauge

4-6-0 Black Five #5073	Allan Wallace.
0-6-0 Speedy	Allan Wallace.
0-6-0 Schenectady	John Beal.
4-6-0 LNER B1 #1088	Terry Trezise.
2-8-0 Nigel Gresley #457	Rodney Harris.
4-6-0 3cyl. Freelance	Glen Templeman.
0-6-0 x 0-6-0 Kitson Meyer#34	Graeme Driscoll.
2-8-2 D&RGW Mudhen #453	Peter Hoye.
2-8-0 Nigel Gresley #456	Bryan Homann.
0-6-0 Simplex	Len Redway.
" Com. Rail. Budd Car	Michael Moyse
" Steeple Cab Electric	Gavin Thrum.
" Shunter Junior 004	John Monte.
" Shunter Jack 005	John Monte.
" Heisler	Michael Tingay.
" NSW 422 Class D/E	Malcolm Ambler.

"	SAR 930 Class D/E	Michael Tarry
4-4-0	Virginia	Brad Cottle.
2-8-0	Buffalo	Brad Cottle.
7.25" gauge		
0-6-0	Simplex #10	John Lewis.
0-6-0	Koppel	Glen Templeman.
0-4-2	Talyllyn #1	Bert Francis.
0-4-0	Dolgoch #2	Barry Dunstan.
4-6-2	Green Pacific #8443	Ian Thomas.
0-4-0	Jens #1938	Bill Coles.
4-6-0	Black Five #5026	Rodney Harris.
2-8-4	Berkshire	Brian Oldfield.
0-4-4	SAR "V" class #9	John Daly.
0-6-0	Hunslett [petrol/hyd]	Ian Thomas.
2-6-0	Eudlo #3	Andrew Mathews.
4-6-0	WAGR Karalee B class	Les Smith.
0-6-0	Jinty	Len Redway.
------	Shay #12	Graeme Driscoll.

PUBLIC SEATS

The public walkway immediately behind SASMEE Park Station is nearly always congested due to patrons lining up for train rides and patrons exiting after having a train ride. Accordingly, little room is left for patrons wishing to get through to the area leading to Millswood Station.

In order to ease this congestion it was suggested that the 2 longitudinal seats behind the station, and next to the fence be removed.

This was done on wednesday 13thSeptember by a couple of human excavators, namely, Ralph McEvoy and John Davey.

---- many thanks chaps. The seats will be reconditioned and replanted in an appropriate area.

XMAS BBQ

Members are reminded that the Club`s annual xmas BBQ will be held [as is usual] on the 3rd Saturday in December, which is the 16th. We do not open for the public on this day as it is allocated to members and families. If you have not yet done so

please put your name on the list and you can be assured of a good time and an excellent meal put on by the club.

SASMEE PARK STORAGE SIDINGS

The following is an update on the report given in the last Bulletin.

The original plan of the 2 sidings converging via a set of points into a 35 foot long dead end siding was altered following a logical suggestion from a regular 5"g loco driver.

With a bit more thinking the idea culminated in the 2 sidings converging via a left handed point then splitting again via a right hand point. The right handed side track continues horizontally along the fence line into a 35 foot long dead end siding whilst the left handed side track begins a 1 in 75 downgrade paralleling the main line into which it joins via a bladeless set of points at the begining of the lily pond.

This idea allows greater flexibility in the useage of the new track in that it equates to a double crossover. Most importantly it allows an escape route from the sidings out on the main line instead of having to wait for an all clear path to back out, although this choice is still available should a driver choose to do so.

Both the main line and escape route are protected by appropriate signalling prior to accessing the Lily Pad bridge.

In accordance with our direction of running it is prohibited to back shunt through bladeless points.

This work looks like being completed at the end of October and was basically the reason for shifting the SASMEE Park pedestrian. bridge. Thanks to the S&T boys, Alex Mitropolous and Ian Clark for doing the signalling, Bryan Homann and Barry Dunstan for the earth and trackwork and to Graeme Driscoll for manufacturing the points. Other helpers were Lindsay Hope, Graham Richards and Michael Tingay.

SPRING RUNNING SEPTEMBER 2006

One could say that spring has been omitted and we have jumped straight into summer,in September.!! The Saturday pfd on September 16th could be likened to just that with a very warm

temperature of 29,5 degrees when the average temperature for this time of the year in only 18 degrees.
Summer fashions were the order of the day and were certainly reflected in 5 birthday parties which helped swell the moderate size crowd. With large birthday party contingents it is more encumbrant upon us to impress upon children the necessity of proper conduct whilst riding on trains. The station "Voice Announcers" are a big help in this regard, however drivers should regularly look behind them to ensure passengers are conforming.

Safety officer of the day, Ian Clark, in addition to the normal duties expected was occassionally helping lone SASMEE Park Station attendant, Ainsley Cuthbertson to load trains.
SASMEE is not overly burdened with station attendants, in fact we are sometimes shorthanded which does suggest that new members could well take part in this area and may well at the end of the day get to drive of a loco! Sometimes new members feel that they are being overlooked, however you get out of a club what you put into it, so there is food for thought.
A shortage of staff in the canteen was averted when Simon Lindsay offered to help Marg. Lewis and Jean Clark. It is instances like this that help to make the club act as a team. Many thanks Simon. Things like this do not go un-noticed.
One of the birthday parties set up camp in the area by the steamhouse so Ralph, Bob and John had plenty of onlookers.
Things looked grim at the boatpond, with only Norm Kernick being in attendance with one boat plus the hydroplane.
Unfortunately a couple of wood ducks with 6 day old ducklings would not vacate the pond so Norm couldn`t run his hydroplane.

SASMEE Park Station 5"g

The following trains were noted:-

2-8-2 D&RGW Mudhen #453	Peter Hoye.
0-6-0 Simplex	Len Redway.
2-8-0 Nigel Gresley #457	Rodney Harris.
4-6-0 Doris [3.5"g]	Alan Wallace.
0-6-0x2 Kitson Myer #34	Graeme Driscoll.
------ Budd Rail Car	Michael Moyse.

MILLSWOOD Station 7.25"g

The following trains were noted:-

0-6-0 Simplex #10	John Lewis.
0-4-2 Talyllyn #1	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.

WELDING EQUIPMENT.

Whilst SASMEE has 2 welding machines, 1 x240v and 1 x3phase, the 3 or 4 helmets are only the old conventional hand held type. One of our resident welders [and our best one] Alex Mitropolous has his own "Speediglas" fully electric head held helmet which he claims is a huge help. SASMEE has now purchased one of the "Speediglas" helmets which will now make welding jobs much easier.

P.S. It is now hoped that all users will be now able to weld as good as Alex.!!

LAWNS

It has been reportedthat South Australia has, in 2006, experienced the driest winter on record. However to look at SASMEE Park environs one would think that this was not so. We owe this to the wise move to install a water bore some 6 years ago, a cost which has long been recovered.

Because of the long "dry" bore watering began much earlier, in fact, August which is generally regarded as a very wet month. Accordingly the grounds have been kept lush and green.

As a result of recent work projects ther are several areas devoid of lawn namely, SASMEE Park pedestrian bridge previous location, SASMEE Park sidings modifications and subsequent fence relocation and also the abandoned road vehicle track.

To this end it was decided that we would have a go at seeding these areas with kikuya grass in keeping with this hardy type inall of our lawned areas as it recovers very quickly from public use.

This was done on wednesday 27th September and if successful then next year we will have go at several areas devoid of grass underneath shady trees.

LILY POND BRIDGE

On Wednesday 4th October, following Sunday`s run, the rail were completely lifted in order for the steelworks to be scraped, primed and painted. The work was carried out during a 3 week break and the track re-instated in time for the 3rd Saturday run. This bridge has been in service since 1992 when the elevated track was relocated to ground level.

BLADELESS POINTS

Whilst the track was removed in order for the Lily Pad Bridge to be repainted, the opportunity was taken to install a bladeless set of points immediately prior to the bridge. These points take the main line from SASMEE Park Station and the escape route from SAMEE Park sidings. These points are one direction only and must not be used for back shunting.

There are many reasons for choosing bladeless points, the main ones being:-

- We do, and always travel in a clockwise direction.
- Is purely for the benefit of the escape route.
- Signals are installed for main line and escape route.
- SASMEE is very safety concscious and has signalling which is appropriate for our operations.
- Back shunting would require difficult signalling wiring.
- This is a unique piece of track work, rarely seen.

SPRING RUNNING OCTOBER 2006

The pfd for Sunday 1st October was on the Labour Day holiday weekend and although we had a fine sunny day of 25 degrees it would appear that people made the most of the lower petrol prices and ventured away from Adelaide.

This also included some of our locos and their drivers who made the journey north to Pt Augusta for their Annual meet.

Notwithstanding , we still had 9 trains in operation which more than capably handled the patronage. It was unusual not to have any birthday parties however many groups occupied all of the tables. A full compliment of staff operated the syeam house while out on the boat pond Bob Smith, Norm Kernick and Mary

and Gerry Turner put on the usual nautical display. Luckily Norm had a "Duck Free " day so he was able to operate the Hydroplane.

SASMEE Park 5"g.

Station attendants Tony Dibell and Les Smith dispatched the following trains:-

0-6-0 Simplex	Len Redway.
------ Bud Rail car	Michael Moyse
------ SAR 930 Class D/E	David Hawkins.
------ Steeplecab electric.	Gavin Thrum.

MILLSWOOD 7.25"g.

Station attendants Alex Mitropoulos and Alan Brabham dispatched the following trains.

0-4-0 Dolgoch #2	Craig Dunstan.
0-4-2 Talyllyn #1	Bert Francis.
0-6-0 Koppel	Glen Templeman.
0-4-0 Jens #1938	Bill Coles.
0-6-0 Simplex #10	John Lewis.

Bill Coles` Loco "Jens" has been retrofitted with steam/ Hydraulic braking enabling it to now haul an appropriately braked club carriage.
Bill gave glowing report on the efficiency now experienced.

AUCTION NIGHT

The annual auction night held at the September meeting once again enticed members to have a workshop clean out and put the "goodies" on the display table for eager eyes to ponder over, remembering that one person` s trash san be another person` s treasure.
Auctioneer Jack Davey wielded the gavel and with his own unquestionable wit was responsible for the " goodies" finding new homes. The amount raised for the club` s coffers was not as high as in previous years, however the $142.50 represented a good nights entertainment.

SIGNALS & TELEGRAPH DEPT.

For quite some time now Alex Mitropoulos has been heavily involved with maintainance and new trackwork relating to signalling equipment on the 2 railway circuits at SASMEE park.

His most recent task has been to convert the old 12 volt incandescant lighting to LED format. Alex excells in the field of electronics and circuity, and with the addition of his welding skills has become a vital link in the chain of volunteers that help kep SASMEE one of the foremost of its type in Australia.

The Committee meeting of the 3rd September unanimously endorsed the induction of Alex into the S&T team which consists of members Ian Clark, Gavin Thrum and Michael Moyse.

Congratulations Alex.

DUTY OF CARE

With respect to the above, SASMEE has procedures in place to ensure that the visiting public are kept as safe as we can possibly make it. We also have duty of care toward our members who volunteer their services. One important area is the use of electrical power tools.

In order to facilitate the many tasks involved in keeping our club in an operable condition a wide variety of power tools are owned by the club which in every case have ben tested and appropriately tagged by our resident electrician, Michael Moyse. This also includes leads and portable power points etc.

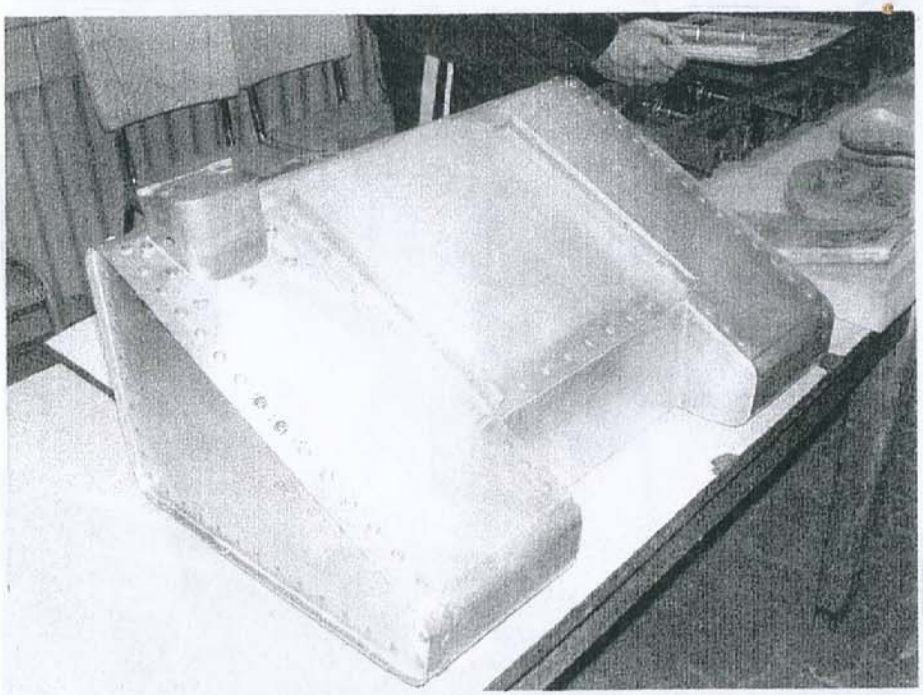
Retesting is performed every 12 months.

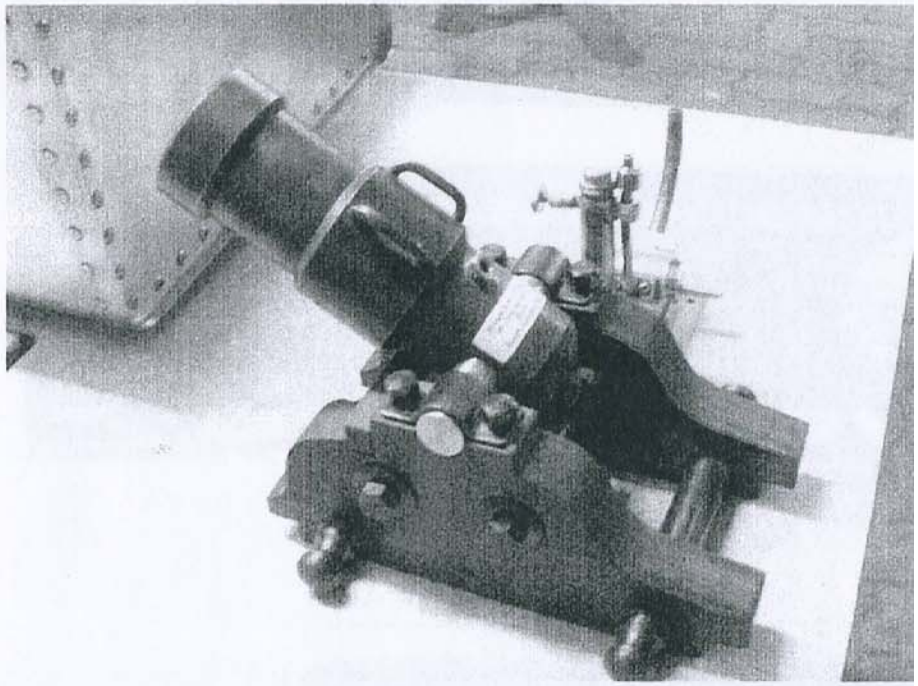
Although it may be well intended members are advised **NOT** to donate any power appliances or accessories without prior clearance from the committee and subsequent accreditation from our electrician.

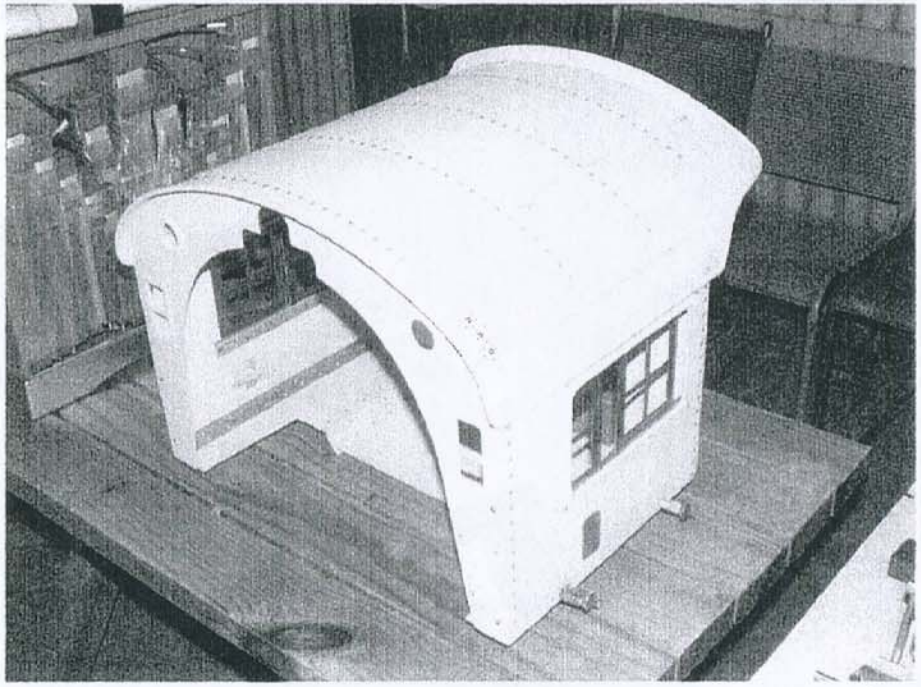
Members are also reminded that when using any type of equipment on our property the appropriate safety apparel must be used.

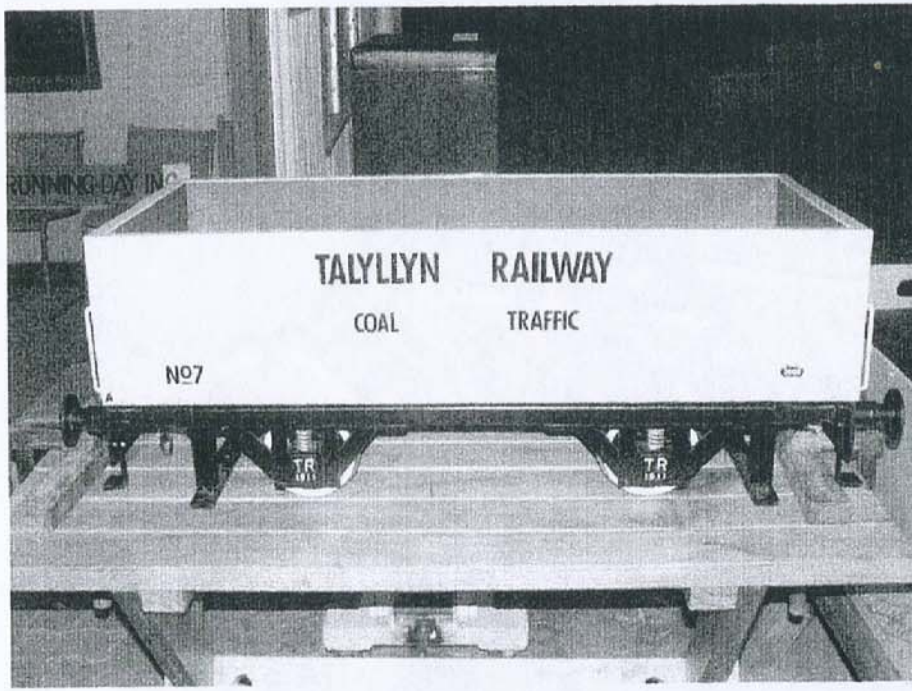
MEMBER MOVING INTERSTATE

The club was sorry to be informed that Treasurer, Rodney Harris, and his family are moving to Queensland, but happy that he is moving on to greener pastures still in the employ of Coates





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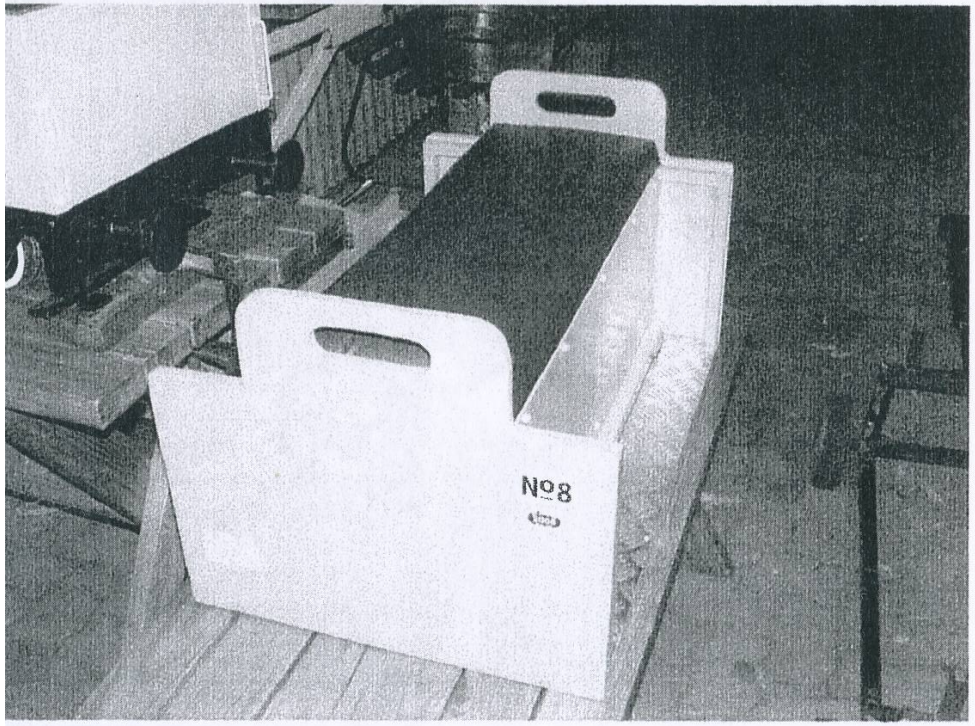
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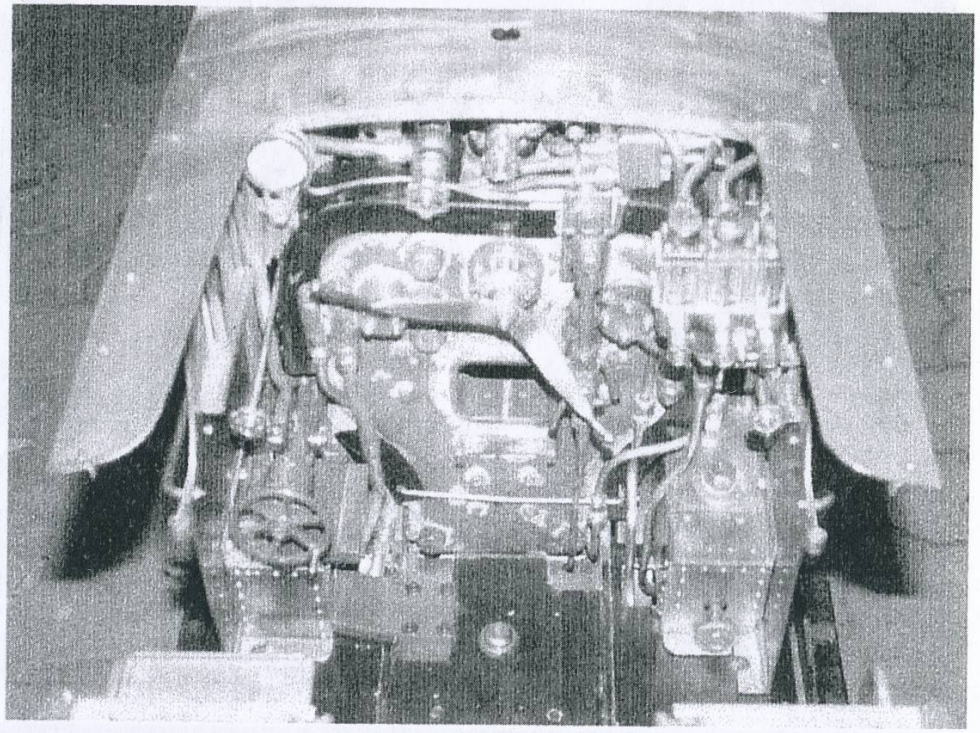

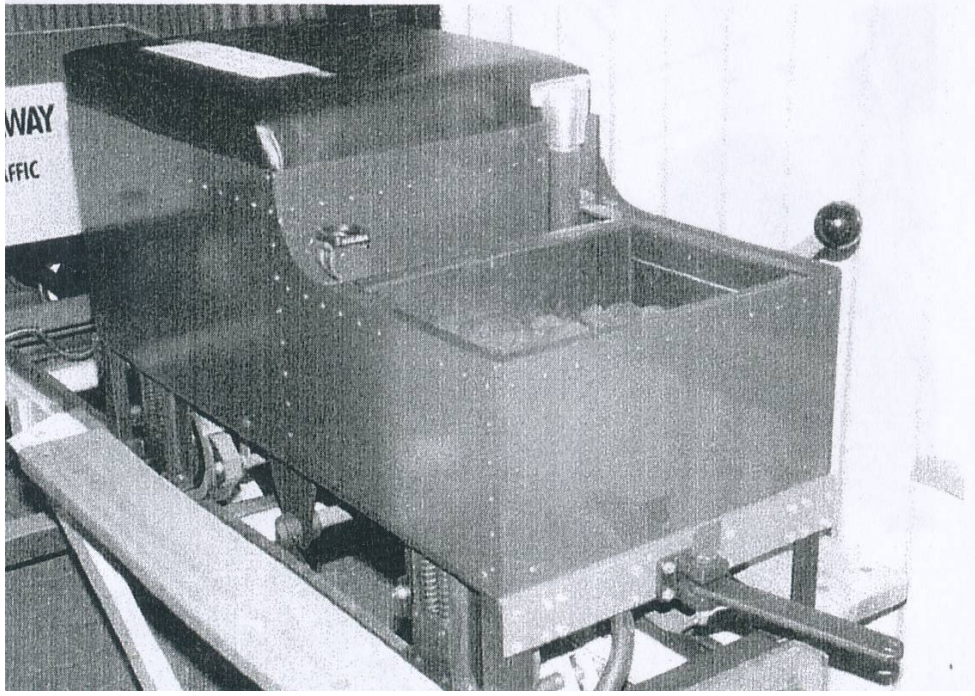
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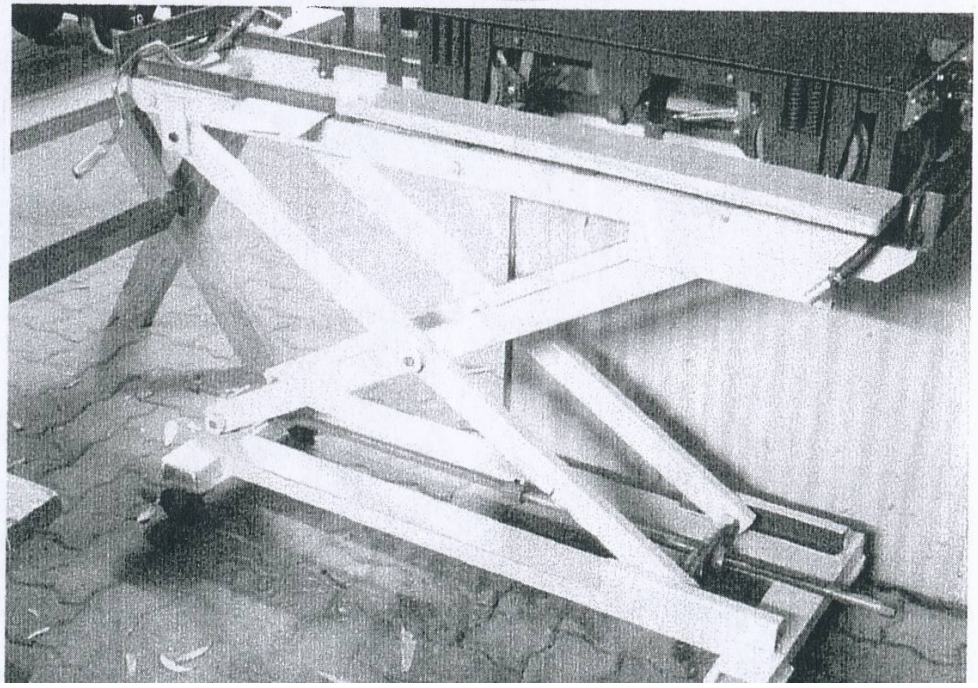
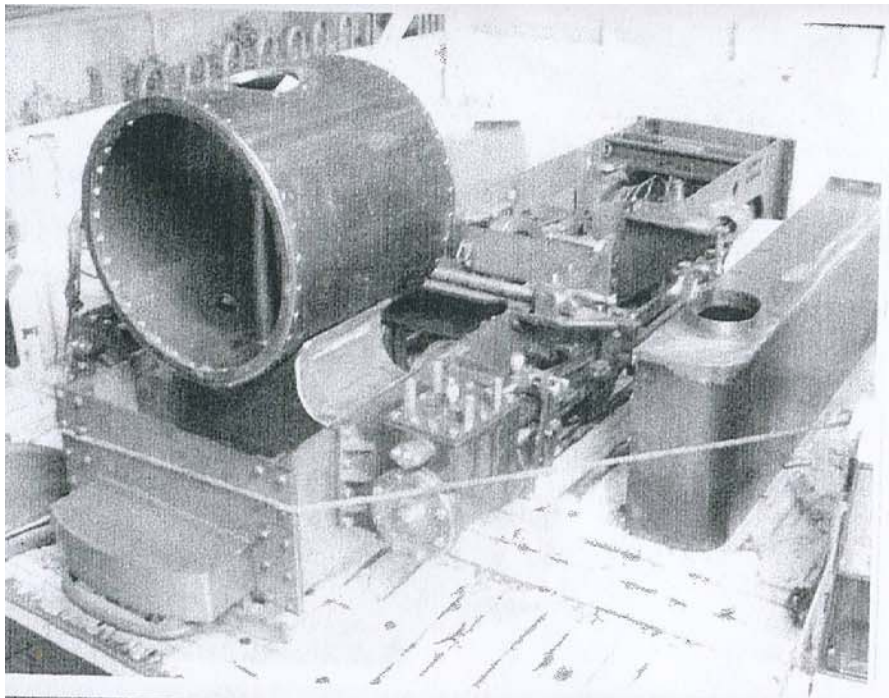
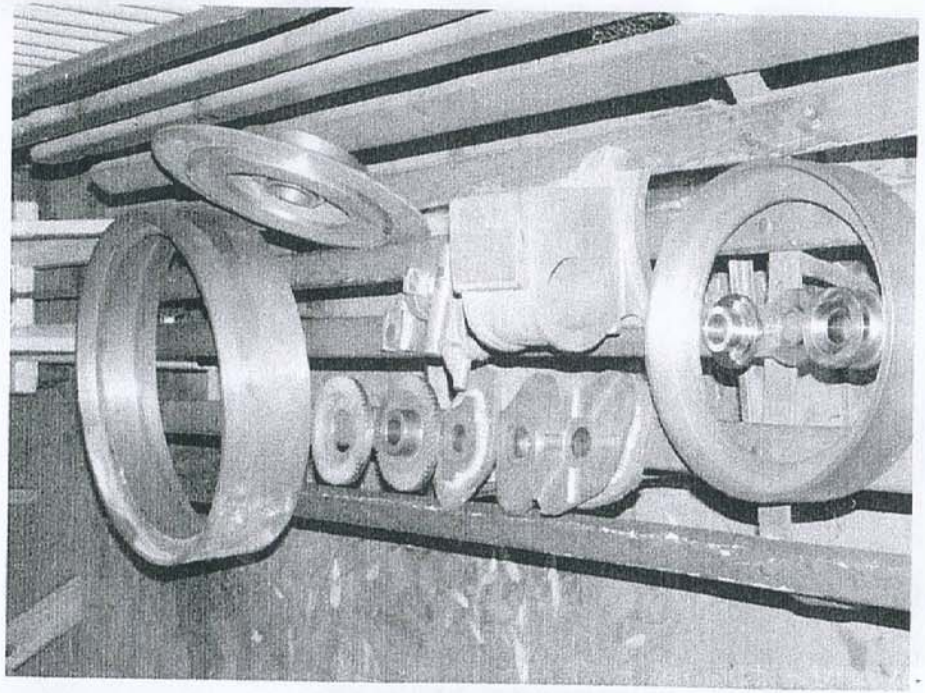
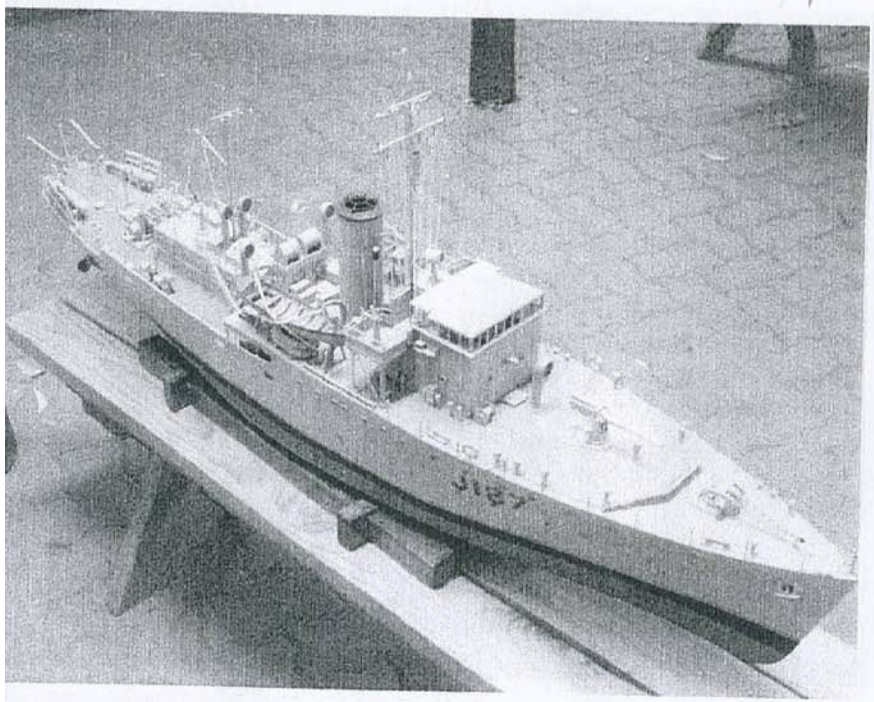
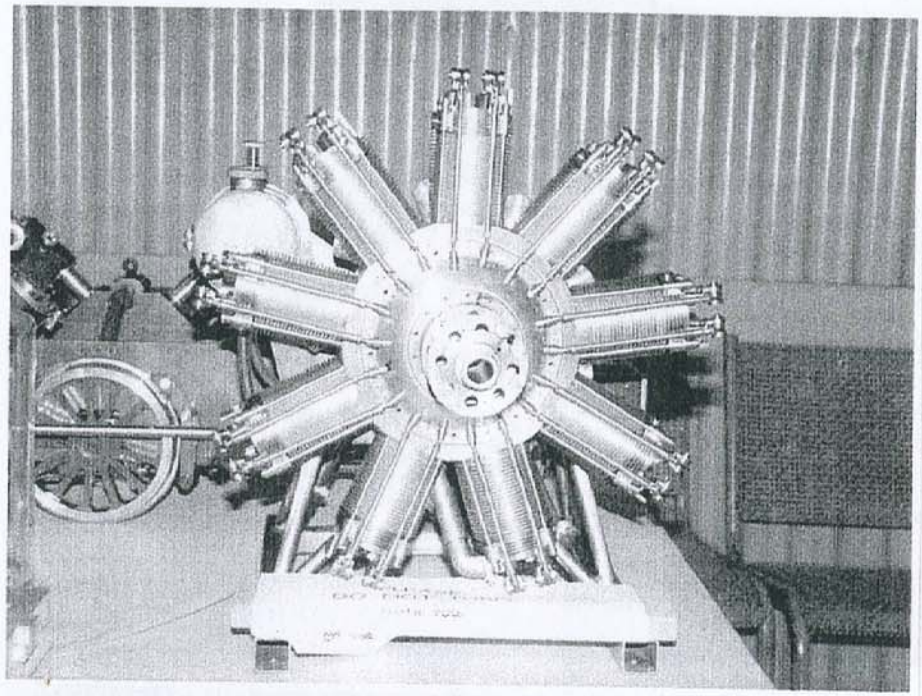










Hire. His 5"G Nigel Gresley and riding truck are for sale at $6500.oo. See notice board.
Rodney`s friendly personality and active participation will certainly be missed. SASMEE wishes Rodney and his family all the very best for the future.

SPRING RUNNING OCTOBER 2006

The pfd for Saturday 21st October was held amid a cool sunny day of 19 degrees with no less than 9 birthday parties which equalled plenty of kids, which apart from a couple of minor instances, were quite well behaved. Why do all youngsters have to squeal and scream every time that they go through the tunnels?? It gets hard on the ears after a while. A couple of visitors were noted in attendance namely Bill Belton from Tullermarine Club of Victoria, and Ron Stewein, one time CME of the South Australian Railways, and responsible for the gauge widening in the South East during the 1950`s. Both were quite impressed with SASMEE.
The boat pond was represented by Norm Kernick, Bill Weste, Bob Smith and Mary and Gerry Turner. The steam house was attended by Ralph Ollerenshaw, Bob Scanlon and John Weidenhoffer.

SASMEE Park 5"g

Station attendants Graham Richards, Michael Tingay and Ainsly Cuthbertson dispatched the following trains:-

0-6-0 Schenectady	David Hawkins.
4-6-0 Black Five #5073	Allan Wallace.
0-6-0 Simplex	Len Redway.
2-8-2 D&RGW #453	Peter Hoye
0-6-0x2 Kitson Meyer #34	Graeme Driscoll.

MILLSWOOD 7.25"g

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following trains:-

0-4-2 Talyllyn #1	Bert Francis.
0-4-0 Dolgoch #2	Craig Dunstan.
0-6-0 Simplex #10	John Lewis.
4-6-2 Green Pacific #8443	Ian Thomas.
0-6-0 Hunslett [ftr]	David James.

SUMMER RUNNING NOVEMBER 2006

The pfd on Sunday November 5th was quite noteworthy for the fact that a record 17 locos attended. One never knows what to expect.!!

One main problem is finding sufficient room to park all the motor cars and trailers and still have room to unload locos, luckily things sorted themselves out.

The weather was excellent, a warm sunny day with a 24 degree temperature and a mighty good turnout of visitors which included 9 parties. As can be expected with a large crowd Safety Officer Ian Clark had to "Tell Off" several yougun`s for horseing around.

The revamped SASMEE Park sidings and escape route via the bladeless points were put to the test and all drivers gave favourable comments which has made the entire project including the pedestrian bridge resiteing all worth while.

Clive Manly, a member from Boxhill Club in Victoria, paid SASMEE a visit and accordingly he was made most welcome. He promised to forward future copies of their Club magazine and SASMEE would reciprocate. Incidently, their Secretarys name is Ian Clark!.

Judging by the large crowd under the verandah the canteen must have done a good trade. Helping out was Jean Clark, Marg, Lewis and Susanne Thomas.

The boat pond saw water craft operated by Mary and Gerry Turner, Bob Smith and Norm Kernick. A batch of 1 day old ducklings prevented Norm operating the hydroplane.

The Steamhouse put on the usual good show with 2 birthday parties in the immediate area who were well entertained by the operators Ralp Ollerenshaw, Bob Scanlan, John Weidenhoffer and David Eustice.

SASMEE PARK STATION

Station attendants Ainsley Cuthbertson, Michael Tingay and Brian Greenslade dispatched the following trains:-

2-8-2 D&RGW Mudhen	Peter Hoye.
2-8-0 Nigel Gresley #456	Bryan Homann.

0-6-0 Simplex	Len Redway.
------ BUDD Railcar	Michael Moyse.
------ Steeplecab Electric.	Gavin Thrum.
------ SAR 930 Class D/E	David Hawkins.
------ Jack & Junior [double headed]	John Monte.

MILLSWOOD STATION

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following trains:-

0-6-0 Simplex #10	John Lewis.
0-4-0 Dolgoch #2	Barry Dunstan.
0-4-2 Talyllyn #1	Bert Francis.
4-6-2 Green pacific #8443	Ian Thomas.
0-6-0 Koppel	Glen Templeman.
4-6-0 Karalee WAGR	Les Smith.
0-4-0 Jens #1938	Bill Coles.
0-6-0 Hunslett [pilot duty]	David james,

John Lewis introduced his new multi purpose bum truck into service and it runs as good as it looks. Two locos, "Dolgoch" and "Karalee" had obligatory accumulation test by boiler inspector Bill Coles and were certified accordingly.
All in All, a very busy, but pleasant day.

PLAY NIGHT

The General meeting night in January [9th Jan 07] traditionally takes the form of a play night. The Secretary has sent notices to other kindred clubs inviting them to attend, locos included. Once again members and vistors are reminded that a class 3 driver most accompany non licensed persons when driving. Please remember that after dark the mandatory white light at front and red tail light is required.

ANNUAL LUNCH

After going to "Fresh Choice " at Sturt for the past 5 years, some one suggested that perhaps we should have a change. This we did and Social organiser Barry Dunstan, following his own personal observations arranged a group booking at the Port Adelaide Football Club bistro for Sunday 12th November 06.

They offered a fine menu and Seniors discount on certain choices, an excellent salad bar, plenty of room and serene surroundings with the option of "pokies" for those so inclined. Some 54 persons were in attendance and thoroughly enjoyed themselves, which makes the decision for next year quite simple, "We`ll go back again"]

ANNUAL SHOW OF WORK.

This was held following the General Meeting on November 14th and was equal to the best that SASMEE has ever held.
Some 44 members were in attendance and many brought along their completed or partially completed models.
A request was put to the chairman to ask exhibitors for a short resum`e on their work, and this was duly compiled with which made the evening`s entertainment all the more interesting.
SASMEE members are well noted for their wide diversity of interests and this was reflected in the high quality of work presented.
A more detailed report, together with photographs is presented alsewhere in this Bulletin by Bill Coles.

SUMMER RUNNING NOVEMBER 2006

The pfd for Saturday 18th November was held amid a warm sunny day of 30 degrees and drew just a mediocre crowd which was duly served by a mediocre turn up of motive power. With pre-xmas functions now under way this is usually expected.
Good to see Malcolm and Dorothy Ambler come over from Ardrossan for our pfd,----- now that is dedication!!!.
At the November General Meeting a plee was made for extra help in the canteen, and we were surprised by the offers, so much so that one had to be knocked back until next time.
Anyway Ralph McEvoy cooked the chips whilst Dorothy Ambler helped Jean Clark and Marg. Lewis. The help was really appreciated.
In addition to the 3 sizeable birthday parties many people congregated under the verandah eating, drinking and just watching the trains go by.

We had an elderly gentleman, by name of Jack Baker, who is a member of the Melbourne Society of Model Engineers who decided to pay us a visit whilst in Adelaide. Ian Clark kindly gave him a tour of our premises and pointed out many items of interest.

Things were certainly buzzing at the boat pond as Alan Saunders officially launched his meticulouly constructed "Bathhurst" class corvette. This vessel was recently unveiled to members at the show of worknight and drew many favourable comments. Needless to say this twin screwed scale model performed faultlessly. Very well Done Alan!!.

Other boaties were Mary and Gerry Turner, Norm Kernick, Alan Wallace, Malcolm Ambler and Mitchell Templeman who, unfortuneately, had his boat sink.

SASMEE PARK Station 5"g.

Station attendants Graham Richards and Don Awalt dispatched the following trains:-

4-8-4 SAR 500 Class #509	John Mere.
0-6-0 GRW Speedy #1551	Allan Wallace.
0-6-0x2 Kitson Meyer #34	Graeme Driscoll.
4-6-0 LNER B1 #1088	TerryTrezise.

MILLSWOOD Station 7.25"g

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following trains:-

0-6-0 Simplex #10	John Lewis.
0-4-0 Dolgoch #2	Barry Dunstan.
0-4-4 SAR "V" Class #9	John Daly.

SHOW OF WORK SUMMARY.

by Bill Coles

The November show of work covered a wide cross section of members items, not only for workmanship but such a diverse range of items, ranging from a musical instrument to a V8 loco!

Speaking of music, Graham Brown featured a table top hand cranked organ. Operating on the punch card system of note re-production we were all entertained with a medley of tunes.

Graham has a history of making the "unusual". Another Graeme, last name, Driscoll, is also known for something different, like a loco being built with 8 cylinders. Based on a German prototype we had the opportunity to study the progress of the rolling chassis with cylinders, plus the tender. Graeme also had the boiler firebox and back plate on display together with the front tube plate. Challenging project.

Michael Tingay had a 1/16th scale #2 steam motor coach, featuring very close detail enclosed in a glass case. Very nice! Ralph Ollerenshaw [alias Capt. Nemo] featured a hot air engine. Mounted on a base this complete unit was ready to be demonstrated for all to wonder how they work? Good project. John Levers brought along the water tank for his Simplicity steam roller, all in brass this is an impressive unit. Any one notice the method of the "rivetting?" Ron Christie brought along 2 items. A pretty solid model muzzle loading mortor. No castings used, but good detail, needs a strong mantel piece if to be mounted. The second unit was brass steam turbine, with displacement lubrication one wonders at the potential revs? Bob Nash displayed the cab assemble of his Berkshire. In its undercoat grey this unit was worth a very close look to appreciate the detail and neat precision rivetting.

Barry Dunstan is a tricky devil, with one rolling chassis, you take your pick. Take off the nicely detailed coal? wagon and replace it with a compact riding truck. Good thinking number 1. Bryan Homann`s "T" class is in the last stages of completion. We saw the complete tender /loco. We also saw the very neat, impressive boiler back head fittings.
John Lewis took the opportunity to mount his very nicely made practical bum truck for his Simplex on a equally well made Scissor lift. Both units featured a first class paint job, these units would be well worth copying. Simon Lindsay is building a 7.25"g "Bunyip." This is one large, heavy, piece of a project. Up to the rolling chassis stage, with the side tanks completed, we await the boiler.This loco will be a feature unit when completed.

A full set of castings for the 3" scale Alchin were displayed by Ralph Byles / Simon Huntington combination. These castings are a commercial item, marketed by Simon. The castings are very clean with excellent detail. [Callington cast].

Alan Saunders would have to be very proud of his 1/48th scale Bathhurst class corvette. "Bendigo" J187. With twin screws and complete scale detail this is a unit we could all appreciate for a benchmark in detail. Bill Coles brought along his 9 cylinder BR2 rotary radial. Finally starting to look more like an engine with all cylinders in place complete with pushrods. Could be completed in 07.?? [Last time it was 06!]
Allan Wallace , using his lap top computor with a state- of- the - art CAD programme displayed the design details for an all welded replacement boiler for the "Coffeepot" being worked on by Pitchi Ritchi Railways. --- Electronic Draughting, the way of the future.!
For those that attended it was a great show. I think we all went home contemplating what our Society has to offer.
[If there are any omissions or errors please let me know for correction in the next Bulletin]

SOME SASMEE HISTORY

March 1970

The annual covention was held at SASMEE. Several interstate caravans were sited on the grounds along with numerous tents erected by campers. 15cwt of briquettes were used by locos.

May 1970

Treasurer Ralph Excell retired from this office after 25 years of service, truly remarkable . He was made an Honorary Life Member.

December 1970

It was reported that Bob Brown had recently successfully steamed his newly completed 2.5"g SAR "400" Class Garret locomotive.

May 1973

SASMEE membership stood at 123 [including 12 country]

RAILWAY QUIZ.

Q. Why don`t British steam locos have big headlights like those in other countries? e.g. Australia & U. S. of A.

Answer in next Bulletin.

Answer to Quiz. ------- Last Bulletin.

Q. What is the difference between a "Cow Catcher" and a "Pilot"?

A. None. Different countries use different terminology. Other examples are, "Turnouts" and "Points", "Brakevan" and "Caboose", " Sleepers" and "Ties" "Locomotive" and 'Engine"

FOR SALE

7.25"g RIDING TRUCK.

8 FEET LONG. CHOICE OF 2

1 X BOTH BOGIES BRAKED.

1 X SINGLE BOGEY BRAKED.

STEP OVER TYPE. PADDED SEATS.

FOR FURTHER DETAILS CONTACT

BRAD COTTLE ON 8293 4051

SHOW OF WORK PHOTOS.

Bill Coles Comments.

The photos are not the best mainly due to a combination of flash shooting, bad composition and an unsteady hand. Couple up this with having to print the shots in black and white due to having printer problems. I reduced the size down in an endeavour to cover the whole of the work display. The centre page layout follows the text fairly well so I have not bothered to use identification numbers.

OTHER THINGS ---- the Editor

Usually I can work out the pages of the Bulletin so that it all fits in without too much space to fill up. Try as I might this Bulletin left some 3 blank pages after pasting it up. So you are all going to have to put up with a series of trivia, articles, workshop happenings, possible words of wisdom and photographs.

W. O. Bentley --- some back ground.

Walter Owen Bentley [September16th 1888 -- August 3rd 1971] One of 5 brothers and 4 sisters was educated at Clifton College, a boarding school near Bristol. He worked as an apprentice railway engineer with the Great Northern Railway at Doncaster.

After a period with the National Motor Cab company, Bentley in 1912 joined his brother, H. M. [Henry] Bentley in a Company called " Bentley & Bentley" selling French DFP cars. Unsatisfied with their performance, W.O. designed new aluminum alloy pistons and a tuned camshaft for the DFP engine, taking several records at Brooklands in.1913 & 1914.

During World War 1, he was a Captain in the Royal Naval Air Service, where he played a major role in improving the design and manufacture of Clerget engines for the Sopworth Camel and the Sopworth Snipe aircraft. These were known as the BR1 [Bentley Rotary 1] and BR2 and were made by Humber.
For this he was awarded an MBE, and an award of 8,000 pounds from the Commission for Awards to Inventors.

After the war he founded his own motor car company, the rest is history.
W.O married 3 times, first to Leonie who died in 1919, then to Poppy and finally in 1934 to Margaret. He had no children.
His widow Margaret livrd until 1989.

DID YOU KNOW?

In 1917 the Sopworth Camel airframe cost 874.10 Pounds.
The Clerget engine that powered it cost 907.10 pounds.

SHARPENING *SMALL* DRILLS.

In discussing this subject I am refering to drills in the range of 3/32" [0.093" --2.38mm] down to #80 [0.0135" --0.34mm].
From my own experience I have found that there are 3 important factors in drilling "Small" holes successfully, i.e. Drills don`t break.
Firstly, the drill must be "sharp" as regards cutting edges, and as best as one can see, equal lenght cutting edges. More of this later.
Secondly, rotational speed. As a base line Machinery`s Hand Book quotes 6111 rpm for a 1/16 drill in mild steel. [HSS drill bit] This most probably is flat out on our pedestal drill. Go below 1/16" and we must really call up the revs.
Thirdly, feed rate, that down feed [hand on the lever] that "feels right" sensation, when swarf is coming back up the flutes and the drill is not visibly bending under pressure of feed rate.

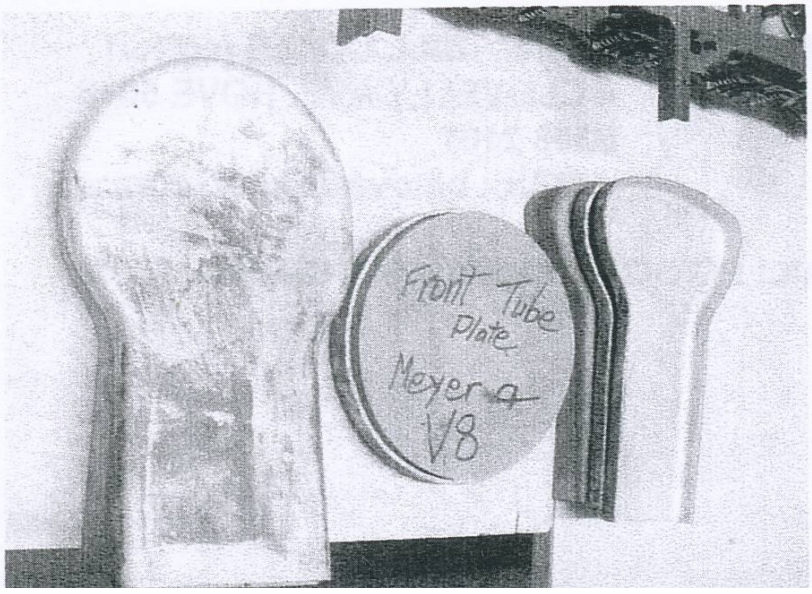
Drill sharpening is a bit of an art form, gained through practise. In particular offhand grinding. For small drills fronting up to the 6" bench grinder and attempting sharpen a small drill is unlikely to succeed to any acceptable level.

My own approach to both sharpening and drilling is as follows:- I made a drill sharpening jig. It`s more a honing jig than a grinding jig as you don`t need to remove a lot of stock. The one I made was described in the Model Engineer 29th December 2000. pages 652 on. It`s based on a "Wishbone" shape and was commercially available [in England?] many years ago. The design in ME has been modified to suit current day facilities using an Eclipse pin chuck #160. The construction is quite simple and is a good workshop project. I have not described the actual construction, [see ME for details] but with a little practise and a suitable Slip stone [as used to sharpen wood chisels] one can generate a "sharp" drill in 3--4 strokes of the tool. The end result is not perfect and a magnifying glass is part of the equipment, but you will be pleased how well a sharp drill can cut when using the jig.
As regards speed and cutting pressure. In my case I am using a rather cheap alloy portable drill holder. [ex Jeff Schaefer find.

ex SASMEE auction.] I rebushed the moving parts to elimiate as much free play as possible. I then made an adaptor to hold a Dremel hand grinder in the "drill press". We then have a sensitive drill press and a variable high speed drilling spindle. Combine this with our "sharp small drill" and we have a fairly confident package to drill those small holes.
I have found a Dremel running at about half speed [est.16000 rpm] using a # 60 drill [0.040"] is good for 20 holes by 1/8" deep in silver steel. Drill was in good condition when finished.
Equally important is not to let the drill dwell during the drilling cycle, keep an even pressure on at all times. If the drill is bending, too much pressure is being applied or the drill is not sharp enough to accept the down feed. Ideally the swarf should be coming up the flutes. Clogging the flutes leads to drill breakage. Clearing the drill on the basis of no more than 2 times the drill diameter for depth is a good rule of thumb.
All the best!!

ACCURATE CENTRE PUNCHING

Try using a center punch ground to the shape of a scriber point for your first indent. You can run the punch down your scribed line and when the punch "clicks" into the crossed lines, hit it.! [the punch] Having satisfied youself you are on the mark, [use magnifying glass] use a next size up punch for your drill start. [accuracy of 0.002" is a good bench mark, its half the width of the line on your ruler.]



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